

City of Holts Summit

Preliminary Long Range Transportation Plan

Introduction:

Holts Summit, according to the latest functional classification road map prepared by CAMPO (the Capitol Area Metropolitan Planning Area), has 21.9 miles of city maintained roadways and is responsible for their maintenance etc. This does not include roadways within the city limits that are maintained by other parties such as MoDOT (the Missouri Department of Transportation, Callaway County or private citizens. Roads within Holts Summit that are classified using the Federal Functioning Classification System, and approved by MoDOT and the FHWA (Federal Highway Administration) are:

S. Summit Drive
N. Summit Drive
Center Street
Halifax Road
Nieman Road
Karen Drive
Platinum Road
Jefferson Road
Van Horn Road
E. Simon Road (part)
Branch Road

These roads are deemed eligible for federal funding. Projects listed within this plan may be in a particular order, but that is not an indication of a priority.

History:

The City of Holts Summit has chosen, for the last several years, to review portions of it's transportation plan through the Board of Aldermen with recommendations from the Planning and Zoning Commission and public on an as needed basis. This has led to some plans and projects being voted upon multiple times. The Board of Aldermen chooses to now formally adopt a preliminary long-term transportation plan.

Street Improvement Projects:

- A. **Intersection Improvements:** Due to a significant change in usage over the years from a road's intended usage, such as from a rural farm access road to an arterial thoroughfare, or due to a high volume of accidents, locations have been identified for intersection improvements:

- Halifax Road/Neiman Road/Major Terrace re-design or round-about to be considered.

- Center Street at Halifax Road
- Center Street at Karen Drive
- Van Horn Boulevard at Julie Lane

These projects could begin in calendar year 2010 and progress as funds become available.

B. **Traffic Lights:** Due to a high volume of traffic accidents and visibility issues, these locations have been identified as being in need of traffic lights.

- State Route OO overpass ramps
- State Route AA at Karen Drive.

These are MoDOT roadways and intersections that the City is willing to consider a cost share arrangement in order to remedy identified safety hazards.

C. **Road Widening Projects with Associated Sidewalk Installation:** These roadways have been identified as being too narrow for the traffic volume and terrain. The addition of sidewalks would benefit the residents, particularly children waiting at Jefferson City Public Schools bus stops. The first three projects treated as separate projects as intersection improvements are needed at the juncture of Halifax Road and Neiman Road (see Intersection Improvements) and should be carried with coordination.

- Halifax Road from Center Street to Neiman Road
- Halifax Road from Neiman Road to City limits
- Neiman Road
- Jefferson Road from Van Horn Boulevard to City limits
- E. Simon Drive to Jefferson Road

These projects would likely begin in calendar year 2011, as funds become available.

The widening of **State Route OO**, adding a center turn lane from the intersection with Summit Drive to just west of N. Greenway Drive, adding shoulders and a sidewalk to the City limits at the Winterwood trailer park is currently in the design phase. There is a history of significant safety issues, including a pedestrian fatality.

The project, budgeted for \$893,000 plus MoDOT engineering costs, is being entirely funded through the American Recovery and Reinvestment Act appropriations. Without ARRA federal funding, the project was scheduled for 2013 and would have required a \$200,000 local match. The City can now use those local match funds for other projects.

The Safe Routes to School sidewalk being built on S. Summit Drive from North Elementary School south to Perry Drive will result in the widening of S. Summit Drive by eight feet as a result of the project. While the sidewalk will improve bicycle and pedestrian safety, the additional width will improve the safe flow of traffic in both directions, particularly at the beginning and end of the school day.

D. Guardrails and Shoulders:

In recent years the City has installed guardrails along shoulders on Halifax Road, the corner of Karen Drive and Center Street, as well as minor local streets in need of these safety improvements.

The City also has extended shoulders whenever possible. In June 2009 the City awarded a bid for repair of shoulders on North Summit Drive.

Pedestrian Sidewalk Corridor/Greenways:

The City of Holts Summit, incorporated in 1973, lacks sidewalks in all but its newest three subdivisions. Further, the City is divided by US Highway 54, a four lane divided highway, that separates the east and west sides of the City from each other. Residences are fairly evenly distributed between the east and west. On the west side are both City parks, an elementary school and most of the retail shopping in the community. The Board of Aldermen have long advocated having a network of sidewalks that connect the main thoroughfares, parks, schools and shopping. To that end, the corridor has been divided into segments that could be completed as funds become available. The listing is not in an order of priority. One such project is currently underway; construction of a sidewalk from North Elementary School south to Perry Drive. That project has been funded through a Safe Routes to School grant.

West Side of City: (Summit Drive is Old US Highway 54)

1. S. Summit Drive, west shoulder, from North Elementary School north to Reynolds Drive.
2. S. Summit Drive, west shoulder, from Reynolds Drive north to State Route OO.
3. S. Summit Drive, east shoulder, from Perry Drive south to Center Street.
4. S. Summit Drive from Center Street south to Quail Call Lane.
5. S. Summit Drive from Quail Call Lane south to Choctaw Ridge.
6. S. Summit Drive from Choctaw Ridge south to City Limits.
7. N. Summit Drive from State Route OO to Star Drive. (Star Drive begins a subdivision with sidewalks)
8. N. Summit Drive from Star Drive north to City Limits.

East Side of City:

9. Karen Drive from State Road AA south to Center Street (connects to subdivision with sidewalks)

East Side to West Side Connections:

10. Pedestrian Bridge crossing US Highway 54 near City's Hibernia Station Park/North Elementary School.

11. Center Street overpass from S. Summit Drive east to Karen Drive. Sidewalk projects began in 2008 and will be completed as funds become available, likely at a rate of one or two projects per year.

Walking Trail:

Currently the City has an ADA concrete walking trail at Hibernia Station Park that wraps around City Hall, about 7 acres of park property that is adjacent to North Elementary School. The Park has an ADA playground as part of a larger play area.

In 2005 the City purchased Greenway Park, a 56-acre park that abuts Summit Drive and is within 1,000 feet of both Hibernia Park and North Elementary School. Greenway Park was previously a private recreation facility. It has ball fields, a sand volleyball court, pavilion, community building, undisturbed woodlands and a one acre pond.

A natural walking trail through a portion of the wooded area with ADA accessibility to a portion of the pond has been planned. A second phase, extending the natural portion of the trail through the woods could be added in future years. Phase one is estimated to cost \$70,000.00.

Commuter Parking Projects with Pedestrian Access and Bicycle Parking:

Holts Summit is primarily a bedroom community with most workers commuting to Jefferson City, Fulton and Columbia as well the nuclear power plant in Reform and the Lake of the Ozarks area. With rising gas prices and a depressed economy, commuter parking lots make increasing sense, both for car-pooling now and for mass transit stops in the future. With the Katy Trail located about two miles south of Holts Summit, our community serves as a natural stopping point for enthusiasts seeking to re-supply or get off the trail for a few hours or overnight. Addition of bicycle parking in commuter lots would encourage tourism and recreation stops.

1. **Karen Drive and East Simon Drive.** When sidewalks are complete, it would also connect to the sidewalk/greenway corridor. Katy Trail users would find this lot convenient should they stop and walk to nearby shopping, restaurants and ATM's.
2. **Greenway Parking Lot.** The City owns adequate property to put in a paved and lighted commuter lot (current parking is unpaved). The lot would provide a central access for walking any of the park trails or sidewalks when they are completed. This is also an ideal location for a bicycle parking facility users of the Katy Trail to stop at local events held at parks.

Mass Transit Needs

There is a desire future discussion to clarify community needs. Currently, SERVE, Inc., located in Fulton provides some transportation services for medical needs. Some employers provide

busses to bring seasonal workers to jobs in the Lake of the Ozarks area. Holts Summit would be an ideal pick up point for mass transit going to Jefferson City, Fulton, Columbia, Reform and other major employment stops. There is a concentration of state workers residing in Holts Summit and the shortage of parking in state lots.

Street Maintenance Repairs:

Ongoing evaluation of maintenance needs through inspection is integral to the street department. Each year the City performs maintenance to its streets using either City personnel or contract services. Major projects, such as street resurfacing of arterial roads, will have their maintenance schedule incorporated into the long-range plan. However, the schedule shall be adjusted to actual needs.

In 2008, the City installed shoulders on several streets, primarily due to safety concerns. In 2009, City Staff have performed miscellaneous asphalt crack sealing projects. Through competitive bidding it has awarded contracts for the repair of city maintained streets. Currently a bid has been awarded for the repair of N. Summit Drive shoulders. In 2010 repair of portions of concrete on Northstar Drive and on Brookstone Drive will need replacement.

Funding:

With an annual budget of approximately \$416,000 from all local sources, competition for available grant money is essential. The City of Holts Summit has traditionally not undertaken transportation projects requiring a debt burden. Through two half cent sales taxes devoted to streets to supplement road and bridge money, gas tax and vehicle sales tax revenue, the City has traditionally planned for larger projects to come every other year or so.

Cost Estimates for Sidewalks: \$250 per linear feet (average based on current project under construction)

- A. South Summit Drive - 11,035 linear feet
(a portion not included in this figure is currently under construction through a Safe Routes to School grant)
- B. Karen Drive - 6,704 linear feet
- C. State Route AA et - 6,588 linear feet
- D. Center Street - 1,400 linear feet
- F. North Summit Dr. - 2,867 linear feet
- G. Overpass Highway 54 - \$2.3 million as a stand-alone pedestrian bridge

Public Involvement:

The City of Holts Summit fosters public involvement by encouraging public comment at Commission and Board of Aldermen meetings, through letters, phone calls, etc. All elected

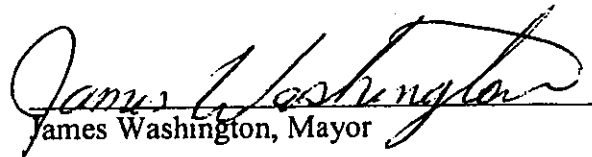
officials telephone numbers are published in the City newsletter. The Board of Aldermen holds public meetings on particular topics throughout the year, usually preceded by newsletter articles. Both the Planning and Zoning Commission and Board of Aldermen conduct public Hearings as needed. Prior to adoption of a final Long Range Transportation Plan, public hearings will be held to solicit further ideas, comments and suggestions.

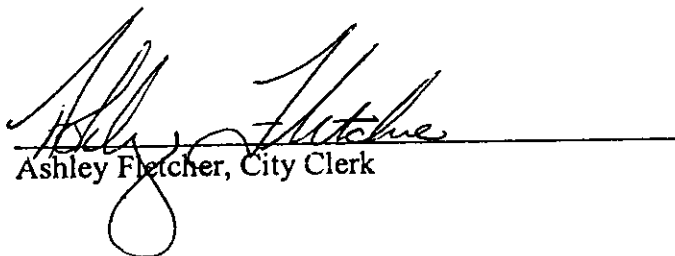
Evaluation of the Long Range Transportation Plan:

Once adopted, the Long Range Transportation Plan shall be reviewed by Staff on an annual basis. The Planning and Zoning Commission and the Board of Aldermen shall review the plan and any recommendations from Staff and the public once every two years or more often as needed. A Public Hearing shall be scheduled at least every two years to consider revisions and improvements to the Plan.

Approval of Preliminary Long Range Transportation Plan:

On July 27, 2009, the Holts Summit Board of Aldermen met, discussed this plan and offered its approval to this Preliminary Long Range Transportation Plan.


James Washington, Mayor


Ashley Fletcher, City Clerk

Draft!

Transportation Projects

